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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

DETAILS OF VOLGA-DON CANAL OPERATION

- 1 -

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50X1-HUM

To make the Don River navigable, the Tsimlyanskaya Dam was erected 150 kilometers from the canal in the direction of Rostov. This dam forms a 180-by 30-kilometer reservoir which has a capacity of 21,500,000 cubic meters of water. This water reserve satisfies the requirements of the Volga-Don Canal and makes the Don navigable for large diesel freighters from Kalach to the Azov Sea during the entire navigation season. The dam itself consists of a spillway, a hydroelectric station, a fish elevator, two locks with a 55-kilometer by-pass canal for allowing ship passage, and an installation for discharging water into the Don Main Irrigation Canal. The lock gates are automatically controlled and only one person is required to operate them.(4) During the first 2 years, much water will have to be released from the dam to maintain navigable depths in the Don River during the low-water season. Later, more locks will be built along the route.(6)

The Tsimlyanskaya Dam is crossed by a highway and the 174-kilometer-long Morozovskaya-Kuberle Railroad.(7)

As waves on the Tsimlyanskaya Sea may be as much as 3.5 meters high and thus dangerous for certain types of vessels, special emergency ports and layover points have been provided for. Some of them are simply natural coves formed by the flooding of river valleys. New signal equipment has been developed for use along the entire route (4), and installation of this equipment is almost completed.(8) The usual beacons have been replaced by metal pyramid-shaped beacons which are 3 and 4 meters high. They are supported by huge steel floating barrels. Steel towers, 50 to 60 meters high, are mounted on ferroconcrete foundations to serve as light indicators. These lights will be visible for tens of kilometers. Electric searchlights and radio-navigation equipment on ships will be used to assure safe ship passage on the artificial seas.(4)

Many ports and piers are being built in connection with the new waterway. Twenty-six floating passenger docks are being installed between Krasnoarmeysk and Rostov (9), and large ports are being built at Tsimlyanskaya, Kalach, and Ust-Donetskiy. The latter port, which will be one of the main ports along the new water route, will be completed a short time after the canal is opened. It is planned to transship considerable quantities of coal via this port for industrial centers of the Volga basin and to transship pit props and construction lumber for the Donbass. The port will be equipped with modern machinery which can process ships of 3,000 tons in several hours.

The port of Tsimlyanskaya will also be opened during the 1952 navigation season. It will serve as a large transshipping base for lumber (water to rail) for Stavropol' city and adjoining oblasts. The port will be equipped with portal and floating cranes, automatic loading machines, and other transshipping equipment. Kalach is also undergoing expansion and is being equipped with heavy modern equipment.

Large roadsteads are being constructed at Krasnoarmeysk and Karpovka, at both ends of the canal, for forming and breaking up transit shipments.(6)

Altogether several thousand ships will pass through the Volga-Don Canal during the 1952 navigation season.(10) Long passenger lines such as the Moscow-Rostov Line are in operation (11) and more than ten local and suburban lines are being opened. Among the latter are the following lines: Stalingrad - Kalach on Don, Rostov on Don - Tsimlyanskaya Port, Krasnoarmeysk - Stalingrad, Kalach on Don - Novyy Rozachik, and others.(12) Twenty diesel passenger ships of the Moskvich type have been assigned to these local runs.(11)

- 2 -

CONFIDENTIAL

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50X1-HUM

The Ministry of River Fleet has confirmed schedules for the longer lines. A ship will be dispatched every third day on the Moscow - Rostov on Don Line, and ship turnaround will be 24 days. The Moscow - Stalingrad Line will also dispatch one ship every 3 days and ship turnaround on this line will be 18 days. One ship daily will be dispatched on the Stalingrad - Kalach on Don Line, where ship turnaround will be only 2 days.(11) Plans are being made for water communications between Moscow and Sochi (4,000 kilometers), Leningrad and Rostov on Don (4,630 kilometers), and Arkhangel'sk and Rostov on Don (5,450 kilometers).(13)

As reported on 4 June, a ship passed through the Volga-Don Canal from the Volga to Tsimlyanskaya Sea in a little less than 24 hours.(14) Locks 2, 4, and 5 have performed lockage in 12 and 17 minutes and the thirteenth lock set a record by getting the diesel passenger ship Iosif Stalin through in 10 minutes. Lockage time is generally shorter than anticipated.(5)

By 4 August, 400 ships had passed through the canal (15) and on 5 August, the first timber raft passed through. It is planned to transport 300 timber rafts through the canal during 1952.(16)

For servicing the Volga-Don water route, the Ministry of River Fleet has supplied the best passenger steam and diesel ships and new well-built floating passenger docks.(7) Before the close of the 1951 navigation season, tens of tugs, freighters, and passenger vessels, most of them of recent construction, were selected for operation on the new water routes. Many of them were modified and reinforced for operation on the reservoirs, where severe navigation conditions prevail. Bulk freight will be carried along the new routes primarily by diesel freighters.(6)

In addition to new ship construction, ships had to be taken from other ship lines to supplement the new Volga-Don fleet. An incomplete list of ships assigned to the Volga-Don fleet from other ship lines is as follows:

Ships of the Dnepr Ship Line assigned to Volga-Don fleet (delivered to Rostov on 14 July 1952): the steamships A. Mares'yev, V. Chkalov, and A. Pokryshkin; and five barges (800-1,000 tons).(17)

Ships of the Northern Ship Line now operating on Tsimlyanskaya Sea: the diesel tugs Akademik Vavilov and Akademik Skryabin, and others.(17)

Volga River Ships assigned to Volga-Don route: the diesel ships Valeriya Varsova, Gleb Uspenskiy, and Akademik Vavilov.(18)

Danube Ship Line Vessels supplementing Volga-Don fleet and the Canal imeni Moskva: the passenger ship Kavkaz, and the lake-type tugs Georgiy Sedov and Dezhnev, and others.(19)

Ships operating on Moscow - Rostov on Don Line: Pamyat Shmeleva, Radishchev, Marksist, Krasnaya Zvezda, 800 let Moskva, Sovetskaya Respublika, Roza Lyuksemburg, and Grazhdanka.

Ships operating on Moscow - Stalingrad Line: Lermontov, A. S. Pushkin, Sergey Kirov, Marshal Voroshilov, Georgiy Sedov, and Stalinskaya Konstitutsiya.

Ships operating on the Stalingrad - Kalach Line: Nekrasov and V. Varsova.(11)

The Gor'kiy Krasnaya Sormova Plant is making 600-horsepower diesel dry-cargo freighters and tugs for the Volga-Don route and is designing for future production a large diesel-electric passenger ship of new construction. This ship will be 122 meters long (nearly 25 times as long as existing river passenger

- 3 -

CONFIDENTIAL

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50X1-HUM

ships), 16.8 meters wide, and will have 5 meters of freeboard. It will have a planned speed of 25 kilometers per hour and will carry 500 passengers.(20) The ship will have three electric motors, each turning a separate screw. The three motors will generate 2,700 horsepower.(21) Smaller ships carrying 450 passengers will also be built at the plant.(22)

SOURCES

1. Moscow, Rechnoy Transport, 27 Jul 52
2. Moscow, Pravda, 24 Jul 52
3. Rechnoy Transport, 3 Jun 52
4. Moscow, Molodoy Bol'shevik, No 11, Jun 52
- 4a. Moscow, Znaniya Sila, No 6, Jun 52
5. Riga, Sovetskaya Latvija, 5 Aug 52
6. Moscow, Rechnoy Transport, No 2, Mar - Apr 52
7. Rechnoy Transport, 22 Jul 52
8. Vil'nyus, Sovetskaya Litva, 13 Jun 52
9. Baku, Bakinskiy Rabochiy, 6 Feb 52
10. Pravda, 15 Jul 52
11. Rechnoy Transport, 18 Jul 52
12. Petrozavodsk, Leninskoye Znaniya, 4 Jun 52
13. Leningradskaya Pravda, 3 Jun 52
14. Ashkhabad, Turkmenskaya Iskra, 4 Jun 52
15. Moscow, Trud, 5 Aug 52
16. Moscow, Izvestiya, 6 Aug 52
17. Kiev, Pravda Ukrainy, 15 Jul 52
18. Pravda, 5 Aug 52
19. Moscow, Vechernyaya Moskva, 26 Jul 52
20. Riga, Sovetskaya Latvija, 26 Jul 52
21. Moskovskaya Pravda, 25 Jul 52
22. Alma-Ata, Kazakhstanskaya Pravda, 10 May 52

- E N D -

- 4 -

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